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Brian Johns
Idaho Driver Education Coordinator

Idaho Driver Education
Serving Idahoans Since 1948

Supervised Driving Guide



How much more pleasant to own a car that rides smoothly, steadily, safely, over all kinds of roads? Chevrolet builds the road as though it were a part of it. It gives you Big-Car comfort, Big-Car performance, Big-Car quality at lowest cost.

Yes, people are saying—
Do your mother proud - get trained!



Published by the Idaho State Department of Education
Tom Luna, State Superintendent of Public Instruction

FORWARD

The purpose of this skills log is to assist parents and other supervising drivers in conducting 50 hours of instruction and practice to their teen driver. In Idaho, the person who is accompanying the teen driver must be a licensed adult at least 21 years of age. This guide might also prove useful to Driver Education instructors.

Driver Education is a valuable course for all drivers but it is only an introduction to the basic skills required for safer driving. The role of the supervising driver is invaluable to the safety and success of all our teen drivers. As an adult, your appreciation of the level of risk involved in driving is more realistic than a teenager's. Taking this role seriously will help your teen create life-long habits of safe and responsible driving.

It is essential that your new driver not only practice each maneuver as often as possible, but also develop their visual search, perceptual, judgmental and decision making skills. Your teen has only driven a handful of times with a professional instructor, and while we are confident they gained the basic skills necessary for driving on Idaho roads, the 50 hours of supervised practice they will get from you is the most important part of the learning process.

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PARENT-TEEN CONTRACT

ISSUE: Paying for Car, Gas, Insurance, etc.
AGREEMENT:

ISSUE: Using Seatbelts/Child Restraints
AGREEMENT:

ISSUE: Using Cell Phone and Other Distractions While Driving
AGREEMENT:

ISSUE: Number of Passengers in Vehicle
AGREEMENT:

ISSUE: Using Drugs/Alcohol, Riding With Someone Under the Influence
AGREEMENT:

ISSUE: Driving Area Limits
AGREEMENT:

ISSUE: Music and Food in the Vehicle
AGREEMENT:

ISSUE: Grades
AGREEMENT:

ISSUE: Crashes, Tickets
AGREEMENT:

TEEN DRIVER SIGNATURE

PARENT/GUARDIAN SIGNATURE
DATE



Did you know?

During 2002, drivers under age 19 were 2.7 times more likely than other drivers to be involved in a fatal or injury collision. This age group had 17.7% of all the fatal and injury collisions that occurred in Idaho by all drivers.

Use this log to keep track of your behind-the-wheel practice. six months practice (at least 50 hrs, including 10 hrs at night.)

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THE GRADUATED DRIVER LICENSING LAW

Idaho's GDL program is designed to reduce the number of teen driver citations and collisions by giving young drivers more driving experience before becoming fully licensed.

The Supervised Instruction Permit given to the teen driver after successfully completing an Idaho-approved Driver Education course must be in the driver's possession while driving. It may not be altered, copied, or laminated! The permit is valid for one year from the date of purchase.

Teen drivers are required to follow these restrictions:

- ☐ The six month supervised instruction period begins the day the driver education course is successfully completed.
- ☐ Teen drivers must practice for a minimum of six (6) months and 50 hours. 10 of those hours must be at night.
- ☐ The supervising driver must have a valid license and be at least 21 years of age and sit in the front passenger seat.
- ☐ No other passengers are allowed in the front seat.
- ☐ All occupants must wear a seatbelt.
- ☐ Observe all alcohol and drug laws.
- ☐ Remain in school

If a moving violation is given to the teen driver during the six months, the permit is canceled, a new permit must be purchased, and the six months starts over.

Idaho Teen Driver Driving Log

Use this log to keep track of your behind-the-wheel practice. six months practice (at least 50 hrs, including 10 hrs at night.)

Date	Time of Day AM / PM	Driving Environment	Skills Practiced	Driving Time (Duration)	Adult's Initials

Use this log to keep track of your behind-the-wheel practice. six months practice (at least 50 hrs, including 10 hrs at night.)

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Getting Ready To Drive



1. Place key in ignition and lock doors.
2. Have new driver identify location and purpose of vehicle control devices, switches and gauges.
3. Adjust seat and, if so equipped, steering wheel/column, for full control of foot pedals and steering wheel. The driver's body should be about 10 inches back from the steering wheel. The driver's foot should be able to pivot smoothly from accelerator to brake while the heel is kept on the floor. The top of the steering wheel should be no higher than the top of the driver's shoulders.
4. Adjust the inside mirror so that it frames the rear window.

U-turn	BB	B	P	A
Backing Turn Around	BB	B	P	A
3-Point Turn	BB	B	P	A
Entering Freeway	BB	B	P	A
Exiting Freeway	BB	B	P	A
Passing on Freeway	BB	B	P	A
Highway Driving	BB	B	P	A
Adverse Weather	BB	B	P	A



Driving in Adverse Weather

Whenever visibility is reduced a driver needs more time to use the IPDE (identify, predict, decide, execute) process. The number one thing a driver can do to reduce-risk (in all situations) is SLOW DOWN.

When possible, practice driving:

1. In fog
2. In snow
3. With sun glare
4. At dawn and dusk
5. At night (minimum 10 hours required)
6. In rain
7. On icy roads
8. On gravel roads



5. Outside mirrors should be adjusted to reduce blind spots and provide maximum visibility to the rear on both sides of the vehicle. After the seat is properly adjusted and the driver is seated in an upright position, the driver should lean his/her head to the left about five inches and adjust the left mirror so that the rear fender is just visible on the right edge of the mirror. To adjust the right mirror the driver should be seated in an upright position, lean his/her head to the right about five inches, and adjust the right mirror so that the rear fender is just visible on the left edge of the mirror. When seated in an upright position, the driver will not see the left and right sides of the vehicle when glancing at the outside mirrors. However, this adjustment adds 12 to 16 degrees of additional viewing area to each side of the vehicle, provides greatest visibility to the rear of the vehicle, and reduces blind spots.

6. Fasten and adjust safety belts. Make sure passengers are properly belted.

7. Adjust head restraints to a level even with the back of the head.

Moving the Vehicle



Moving Forward

1. With foot on brake, move gear selector lever to “D” [drive].
2. Check forward for safe path.
3. Check for traffic to the sides and behind.
4. Signal.
5. If safe, pivot foot to accelerator and press gently.
6. Look at least one block ahead and steer toward a reference point.

Highway Driving

Over 80% of all roads in the U.S. are rural and many of these are highways. Highway driving may be the most dangerous and risky of all driving environments. Roads are constructed of a variety of materials, shoulders can be wide, narrow, or non-existent, there is usually inadequate lighting, sharp corners, and on-coming traffic just feet away. In Idaho, these roads often follow raging rivers or deep ravines and might be in poor condition or be in areas that receive a lot of ice and snow. Being aware of these dangers and respecting them is essential to safe driving.

On rural highways, practice:

1. Identifying hazards (tractors, driveways, animals, etc.)
2. Taking corners at or below the posted recommended speeds.
3. Passing on a two-lane highway.
4. Identifying no-passing situations.
5. Cooperating with slow-moving vehicles and other highway users.
6. Crossing railroad tracks safely.



Passing on a Freeway

Passing on a freeway is safer than passing on a highway, but both should be practiced with care. In every day driving, passing should only be done if necessary and if the speed limit will not be exceeded.

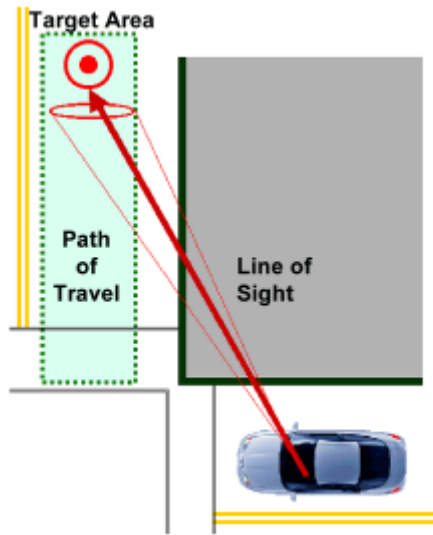
1. Make sure that a pass is necessary.
2. Perform a lane change (S.M.O.G.).
3. Keep your speed at or below the speed limit.

When you can see the headlights of the vehicle you are passing in your rearview mirror, perform a lane change back into your original lane.



Stopping

1. Check mirrors for traffic.
2. If moving to curb, check over shoulder and signal intention.
3. Release accelerator to allow vehicle to slow.
4. Pivot foot to brake pedal.
5. Look in rearview mirror to check for vehicles that may be close behind you.
6. Press brake pedal with a steady pressure for a smooth stop.
7. If stopping at stop sign or traffic signal light, stop behind stop sign, stop line or crosswalk as appropriate.



Turning

1. Recheck traffic in all directions.
2. Look through the turn to the farthest point possible along intended path ("Target Area").
3. Turn steering wheel smoothly as needed.
4. Enter and maintain proper position in nearest lane.
5. Accelerate smoothly to appropriate speed.
6. Make sure turn signal light is cancelled.
7. Check traffic to the rear



Exiting the Freeway

It is often helpful to have a passenger assist the driver in finding the correct freeway exit. In heavy traffic areas the number of cars and signs can be overwhelming.

1. Identify your exit as early as possible.
2. Place your vehicle in the lane designated by the exit sign and into lane position 3, to indicate your intentions.
3. Signal your exit at least 5 seconds before the exit ramp.
4. Do not slow down until you are off the freeway and on the exit (deceleration ramp). An exit ramp speed may be posted.
5. Coast and brake as needed and look ahead to upcoming traffic and traffic lights or signs.



The Freeway

Freeways are designed for low-risk, high-speed travel. However, while they are safer than other roads in many ways, collisions are often more serious. New drivers should build experience gradually, concentrate only on the driving task, and cooperate with other drivers.

Entering the Freeway

1. The entrance ramp give you time to evaluate freeway conditions. Look for any problems in the lane you will enter, like large trucks or unusually heavy traffic.
2. The acceleration lane is used to match your speed to the speed of freeway traffic and to align your position with a gap you have selected to enter.
3. The merging area is where the two lanes meet and you will blend into traffic, sliding into the gap you've selected and adjusting your speed accordingly.



Backing

Due to very limited visibility to the rear of most vehicles, it is very important that the driver check to make sure that there are no objects in the path of travel prior to backing.

When backing in a straight line, it is recommended that the driver:

1. Place foot on brake and shift to reverse.
2. Grasp steering wheel at 12 o'clock with left hand.
3. Turn to the right and place right arm over the back of the seat.
4. Look through rear window.
5. Use idle speed or accelerate gently and smoothly, keeping speed slow.
6. Correct steering slightly and in the direction the rear of the vehicle should move.
7. Continue looking to the rear until coming to a complete stop.



BB = Below Basic (“D” grade)
 B = Basic (“C” grade)
 P = Proficient (“B” grade)
 A = Advanced (“A” grade)



Three-Point Turn

This turnabout is dangerous to perform. You not only cross traffic lanes, but your vehicle is stopped across a traffic lane for a short period of time.

1. Check front and rear zones carefully.
2. Stop close to the right curb if possible.
3. Signal a left turn.
4. Check left blind spot.
5. Search front and rear zones as you sharply turn wheel left across traffic (Step 1 in graphic).
6. Check all traffic again and turn wheels sharply right while backing slowly into the lane. Back only as far as necessary. Stop with wheels straight (Step 2 in graphic).
7. Shift back into DRIVE and move forward (Step 3 in graphic).



Backing to Turn-Around

Backing into a driveway can be used to reverse direction when it is not possible or practical to drive around a block or do a U-turn.

1. Stop and signal your intention to turn. Remember, cars behind you will not know you plan to backup, so only perform this task if no cars are behind you.
2. Check traffic to the sides and rear of the vehicle. Back up into the selected driveway.
3. Straighten the vehicle in the driveway and stop.
4. Shift to drive.
5. Check traffic in both directions and, if clear, pull out and accelerate to appropriate speed.
6. Check rearview mirror to make sure a vehicle hasn't approached quickly from the rear.

PART II: DRIVING IN TRAFFIC

New drivers have a tendency to look at the road immediately in front of the vehicle and at lane markings. In reality, proper lane position and speed selection require that drivers be aware of objects and conditions in their visual search zone (the area 20 to 30 seconds ahead). When traveling 25 to 30 M.P.H., 20 to 30 seconds equals about one and a half to two city blocks.

There are two ways to handle time and space management: one is TARGETING – looking ahead 1-2 city blocks. The second is called “ZONE CONTROL” – which is being aware of the six areas all around your vehicle.

Have the new driver ride in the passenger's seat and assist in identifying points 20 to 30 seconds ahead. Next, have the new driver identify stopping zones 4 to 8 seconds ahead and to check for shadows and movement around parked vehicles and shrubbery that could indicate the presence of children or animals. Finally have the new driver identify a following distance of 3 to 4 seconds, and pointing out that this following distance provides greater opportunity to observe the actions of drivers and other highway users.

After practicing these activities as a passenger, the new driver must demonstrate the same abilities as a driver. Have the driver check mirrors any time anything ahead indicates the possible need to adjust position or speed.



Entering Traffic from the Side of a Street

Treat this maneuver like a lane change, but one in which you are starting from a stopped position.

1. When parked on the side of the roadway, check traffic to the rear, side and front.
2. Signal intentions; identify a one-half-block gap in traffic.
3. Look as far ahead as possible along the projected path of travel.
4. Accelerate smoothly and steer into intended path of travel.
5. Cancel turn signal and search one and a half to two blocks ahead along the path of travel.
6. Accelerate to speed of traffic flow. Do not travel at speeds above, nor more than 5 M.P.H. below the posted speed limit.

PART III: HIGH-RISK MANEUVERS



Turnabouts

There are several methods for turning a vehicle completely around to go the other direction. All are considered “high-risk”, but if done correctly, can be safe.

A U-turn is a method of turning around without stopping. In Idaho it is legal to perform this maneuver unless a sign prohibits it or you cannot see 500’ in either direction.

1. Check traffic ahead and behind. If it is clear 500’ in both directions, signal your turn.
2. Check your blind spot in the direction of the turn.
3. Make the turn, centering the vehicle in the lane and adjust speed accordingly.
4. Check rearview mirror to make sure a vehicle hasn’t approached quickly from the rear.



Entering From Side St.	BB	B	P	A
Entering an Intersection	BB	B	P	A
Changing Lanes	BB	B	P	A
Shared Turn Lane	BB	B	P	A
Angled Parking	BB	B	P	A
Parallel Parking	BB	B	P	A
Perpendicular Parking	BB	B	P	A



Entering an Intersection

1. While stopped with turn signal on, check traffic to the rear, sides and front.
2. If turning, identify a gap in cross traffic. In the city, 6 to 8 seconds to the left, 7 to 9 seconds to the right. [At least a half block.]
3. Look as far ahead as possible along the projected path of travel.
4. Accelerate smoothly and steer into intended path of travel.
5. Cancel turn signal and search one and a half to two blocks ahead along the path of travel.
6. Accelerate to speed of traffic flow.

* At four-way intersections, the car on the *right* as the *right* of way!



Changing Lanes

When practicing lane changes, it is necessary to be alert for the tendency of beginning drivers to drift in the direction of a blind spot check. Explain that making two or more quick mirror or shoulder checks to detect presence or movement to the sides or rear is better than a long check due to the possibility of a vehicle ahead slowing suddenly. Emphasize the need to maintain a three to four second following distance and to identify a four to five second gap in traffic when preparing to change lanes.

When ready for a lane change, follow the steps of S.M.O.G.:

1. SIGNAL
2. check MIRRORS (inside mirror than outside)
3. OVER the shoulder glance for cars in blind spot.
4. GO if the lane is clear.



Entering a Perpendicular Parking Space

1. Position your vehicle at least eight (8) feet from the row of parked vehicles, or as far to the left as possible.
2. Flash your brake lights and signal your intentions.
3. Check traffic to the rear.
4. Use your own reference point to judge when your front right bumper clears the left rear taillight of the vehicle to the right of the empty parking space.
5. Turn the wheel sharply right.
6. Slowly enter the parking space.
7. Check your right rear fender for clearance.
8. Straighten your wheels when you are centered in the space.

Exiting a Perpendicular Parking Space

Same as for angled parking



Entering an Angle Parking Space

1. Identify the space in which the new driver should park.
2. Signal intentions.
3. Position vehicle as far away from the parking space as possible.
4. Move forward slowly until the vehicle reaches the middle of the parking space.
5. Move forward slowly and turn sharply left or right as appropriate.
6. Center vehicle in the parking space.
7. Move to the front of the parking space, stop, and secure vehicle.

Exiting an Angled Parking Space

1. Start the engine, place foot on brake, shift to reverse, and signal direction of turn.
2. Check for traffic in all directions.
3. Move straight back until you can see in the direction you want to turn.
4. Turn the steering wheel in the direction that the rear of vehicle should move.
5. When the car clears the parking area, stop and shift to drive.



Entering a Parallel Parking Space

1. Turn on the appropriate turn signal.
2. Stop parallel to the vehicle you are going to park behind with the back of the front seats in line, and two to three feet between vehicles.

3. Shift to reverse, check traffic, and look to the rear in the direction the vehicle will be moving.
4. Back slowly, turning the steering wheel rapidly towards the curb.
5. Continue backing until driver is in line with the rear bumper of the vehicle you are parking behind.
6. Back slowly while turning the steering wheel rapidly back to center. Continue backing until the corner of your front bumper is in line with the rear bumper of the vehicle ahead of you.
7. Look to the rear and backing slowly, turn the steering wheel rapidly away from the curb. Stop before touching the bumper of the vehicle to the rear.
8. Shift to drive, and center your vehicle in the parking space.

Exiting a Parallel Parking Space

1. Place foot on brake, shift to reverse. Back as near as possible to the vehicle parked behind you.
2. Check for traffic.
3. Signal.
4. Shift to drive and move forward slowly, steering into traffic lane.

5. Check to make certain that the front bumper of vehicle will clear the car ahead.
6. Straighten wheels and move forward until the center door post is in line with the back bumper of the parked car.
7. When the door post of vehicle clears the rear bumper of the vehicle in front, steer into appropriate lane of traffic.



Using a Shared Left Turn Lane

On many streets where it is difficult to safely make a left turn, there is a shared left turn lane located in the middle of the roadway. The solid yellow centerline means you cannot use the center lane for passing. The broken yellow centerlines show that vehicles traveling in either direction may use the center lane only to make left turns. When using a shared left turn lane you should not move into the lane too soon because the longer you stay in the lane, the more likely it is you will meet someone coming in the opposite direction. Watch for cars pulling out of entrances and side streets and do not use a shared left turn lane for anything but turning left.